

**CITIZENS ADVISORY COMMITTEE OF THE
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - May 17, 2021 - 5 p.m.

Huntsville, Alabama

Committee Members:

Mr. Taron Thorpe	Chairman - Madison County
Mr. Russ McDonald	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley	City of Huntsville
Mr. Larry Mason	City of Madison

MPO Staff Members:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

The meeting was called to order by Chairman Thorpe at the time and place noted above.

Chairman Thorpe stated that the first item on the agenda was Approval of Minutes. He stated that the minutes were on the website, that the CAC members could review them there, and they could be approved at their next meeting.

Chairman Thorpe stated that the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County or the city of Huntsville, respectively.

There was no response.

Chairman Thorpe asked if there was anything to be reported from the city of Madison.

Mr. Mason stated that Hughes Road was in the process of being paved, noting that this had gone on a lot longer than expected because of all the rain. He stated that he was not sure what was going on west of County Line Road, but there was some construction going on out there. He stated that there was also some construction on Sullivan, being the Sullivan/Triana Highway. He stated that that should be wrapping up soon. He stated that he believed they were going to talk about the flyover bridges for Town Madison.

Chairman Thorpe asked if there was anything to be reported from the town of Triana or the town of Owens Cross Roads, respectively.

There was no response.

Chairman Thorpe stated that the next item on the agenda was an informational item, the TMA Certification Review.

Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe stated that she would first like to read into the record the following: "The Huntsville-Area MPO holds all public hearings in compliance with Titles VI and VIII of the Civil Rights Act. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status."

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the TMA Certification informational item was part of the every-four-year certification they did, as an MPO. She stated that the feds came in and verified whether or not they were doing their jobs. She stated they had had this in mid-April, and she thanked all the CAC members who had participated in this, and she stated that for those members who wanted to

participate and share their comments about the MPO that on the next slide she had Vontra Giles' contact information, noting that she was with FHWA (Federal Highway Administration). She stated that the prior week they had turned in a questionnaire that the FHWA had somehow forgotten to give them, and due to that, their report had been pushed to late June or July. She stated that that report would be in a draft format, and the MPO staff would look it over, talk with the board about it, give it back to the FHWA, and have it adopted as their final report at the September MPO meeting.

Chairman Thorpe stated that the next item on the agenda was another informational item, OMB (Office of Management and Budget) and Census Updates.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that the CAC members might have heard in the news lately that the federal government was proposing some changes to the Metropolitan Statistical Area (MSA) and urban area criteria for use after the 2020 Census was completed. He stated that some of their jurisdictions had asked about those changes and how they might impact the MPO. He stated that there would actually be some impact to the MPO if they were approved as proposed, so he wanted to brief the boards on the proposed changes and answer any questions anyone might have.

Mr. Vandiver displayed a slide, and he stated that the different boundaries could be kind of confusing to the layperson who did not look at this every day. He stated that he would go through some of the current boundaries, just to orient them as to what he was talking about. He stated that what was displayed in purple on the displayed map was the current Huntsville urbanized

area, which he noted had been designated by the Census Bureau after the 2010 Census. He stated that these were urban blocks in the Huntsville area, and they were supposed to be contiguous, but there were also some other blocks in there as well. He stated that this was trying to connect all the urban blocks within the Huntsville area, so it would include parts of the city of Huntsville, the city of Madison, unincorporated Madison County, and also some parts of Limestone County as well.

Mr. Vandiver stated that the green on the display was drawn by the MPO back in early 2010 to encompass all of the urbanized area, plus any growth areas they expected to see over the next 25 years. He stated that the MPO urban area included the city of Huntsville, the city of Madison, the town of Owens Cross Roads, and the town of Triana.

Mr. Vandiver stated that beyond that, the area outlined in blue was the MPO Study Area, which was the extent to which the MPO approved projects and collected data for transportation plans, which he noted included the rural areas outside of that, which was all of Madison County and a portion of eastern Limestone County.

Mr. Vandiver stated that on top of all that, they had the Metropolitan Statistical Area, which was all of Madison County and all of Limestone County. He stated that that was designated by the Office of Management and Budget.

Mr. Vandiver stated, concerning the changes being proposed, that in January, the OMB released their recommendations for MSA designations over the next 10 years, and they proposed a schedule for changes to be released. He stated that previously, the changes were announced every five years or so, that it was just kind of fluid, that they really did not have any set schedule for it, but they had come up with a schedule for the next 10 years for new changes to MSA

designations.

Mr. Vandiver stated that the next update would occur in the summer of 2023, and this update would be the only time when they would see changes to what was called the "central county" of the MSA. He stated that this meant where there was enough of an urban population in the county to be considered a draw for the metropolitan area. He stated that there were outlying counties and central counties, and outlying counties were basically the bedroom communities that commuted into the central county. He stated that currently Limestone County was an outlying county to the central county of Madison County. He stated that counties were included if enough of the workforce commuted to central counties, and that currently the threshold was at 25 percent of the workforce coming into a county that would be counted for MSA.

Mr. Vandiver stated that probably the most controversial change the MBA proposed was an increase to the urban area population required for MSA designation, that it was going from 50,000 to 100,000 urban area population required.

Mr. Vandiver stated that the impact of these changes to the Huntsville MPO would be minimal at worst. He continued that something they were going to keep an eye on was Limestone County becoming a central county, just because of all the growth they had had out there, with industrial as well as residential growth. He stated that that would make things quite interesting, that in 2023, they could see a major expansion of the metropolitan area if Limestone and Madison counties were both central counties, because they counted all the commuters coming into both counties, so there were a lot of peripheral counties that were right on the edge of becoming part of the

Huntsville metropolitan area.

Mr. Vandiver stated that the population threshold increase would not affect them, as Huntsville's urban area population was greater than 300,000, so they were in no danger of getting cut and relegated to a "micropolitan" area. He stated that, however, many of their neighbors were at risk, that Florence, Decatur, and five other MSAs in the state of Alabama were at risk of becoming micropolitan areas, and all of them had MPOs, and their MPOs were concerned about these changes, for funding reasons. He stated that they would see a lot of those comments, that there were actually 900 comments received by the OMB, so he thought there would be some changes to that.

Mr. Vandiver displayed another slide, and he stated that the Census Bureau, in a completely separate Federal Register update, had released some proposed changes to the urban area boundaries for 2020, noting that this had happened on February 19th. He stated that in prior updates, a Census block was considered "urban" if the population density was greater than 1,000 people per square mile. He continued that the proposed criteria was shifting this over to housing units, and 385 housing units per square mile would count as an urban block, noting that this was the national equivalent to 1,000 persons per square mile. He stated that 2.6 persons per household was the national average for this.

Mr. Vandiver stated that since the Census Bureau updated its housing unit database annually, as opposed to every 10 years, with the population, they would be able to update the urban area boundaries more frequently. He continued that this also allowed the delineation of urban areas to be free from potential concerns about the accuracy of the population numbers coming from the 2020 Census. He stated that jumps were used to connect urban area blocks

that were separated by low-density areas via roads or other physical features. He stated that the Census Bureau proposed that the maximum length of jumps be reduced from 2.5 miles to 1.5 miles, which he noted would be reverting to what they had back in 2000. He stated that the bigger jumps had created overlapping issues in places like the Northeast corridor, where a lot of cities kind of ran into each other, such as Philadelphia and New York. He stated that their urban areas were coming into each other, and there was not really any determination on where one stopped and where one began, and they had really wanted to stop that and try to keep things separated.

Mr. Slyman stated that on the slide where they had the green and the purple, there was one purple outlier, and he asked if that was one of the jump areas Mr. Vandiver was talking about.

Mr. Vandiver stated that the purple outlier there was Hazel Green, which was actually its own urban area. He indicated the area on the display, and he asked Mr. Slyman if that was what he was referring to.

Mr. Slyman replied in the affirmative.

Mr. Vandiver stated that that was the Hazel Green urban cluster, and he stated that one of the changes might do away with that. He stated that there were three jumps in their area, as of 2010, that there was one in Triana, and he believed there was one right around Mount Charron, which he indicated on the displayed map, and another one off of Hobbs Island Road. He stated that all those areas had had housing growth over the past 10 years so he did not think they would have much of an issue with that, noting that they were looking into that. He stated that it would make urban areas smaller with these jumps being shortened. He stated that, also, they were going to make non-contiguous urban areas, that there would be the Hazel Green urban cluster, and that would

become part of their urban area. He stated that they would not include the areas between Huntsville and Hazel Green as part of the urban area, that that would not be counted in the urban area population.

Mr. Vandiver stated that some of the other changes that were proposed included a new policy on merging or splitting urban areas, which he noted would be determined using commuter data. He stated that this was where Hazel Green came in, that the minimum threshold of urban areas would be increased to 10,000 population or 4,000 housing units. He stated that this was an increase from 2,500, which had been the same since the 1950 Census. He stated that he believed Hazel Green was around 4,000 or so, so it would not be its own urban cluster the next time around. He stated that there would not be any more urban clusters because they were raiding that threshold, that everything would be called "urban areas," that it would not be "the Huntsville urbanized area" and "the Hazel Green urban cluster," that it would all just be urban areas.

Mr. Vandiver stated that there were also impacts on this federal register update that were potentially significant. He stated that the potential for urban areas to be updated as frequently as every year would create uncertainty in funding and project planning, as these were determined by the urban area population and boundaries, so if they were changed every year, they would not know what their funding would be, that they could not forecast their funding and where they could determine projects. He stated that because of the population and housing growth in the area since 2010, they did not anticipate the jumps and the non-contiguous boundaries really being much of a concern because they had had a lot of housing growth, that they had been filling a lot of the gaps in the past 10 years.

Mr. Vandiver stated that the prior week, the MPO staff had sent a letter to the Census Bureau recommending a schedule of at least five years between urban boundary changes, noting that this would line up pretty well with their Long-Range Transportation Plan cycle. He continued that they had also recommended that a set schedule be released with the final criteria, similar to what the OMB had proposed with the MSA updates.

Mr. Vandiver stated, concerning a timeline, kind of combining MPO products with urban areas and metropolitan area boundaries, that starting in the winter of 2021-2022, the Census Bureau would unveil the final urban area criteria, and the following summer they would release the new boundaries, and by the fall of 2022 the MPO's PL funding would be adjusted based on the 2020 Census population of the new urban area. He continued that starting around this time, the MPO would also be drawing these new urban and study area boundaries, based on the Census urban area. He stated that they would need to include all of the Huntsville urban area plus any other urban area immediately adjacent, or touching, within the MPO boundary. He stated that that was why Hazel Green was included in their urban area the last time.

Mr. Vandiver stated that in June of 2023, the OMB would release a major update to the Metropolitan Statistical Area boundaries, including an update to the central counties. He continued that in the summer of 2023, the MPO would adopt the next TIP, which would be the 2024-2027 TIP. He stated that this was also a target date for having MPO boundaries approved by the boards, the state, and FHWA. He stated that the spring of 2025 was their absolute federally mandated deadline to get these MPO boundaries moved on because that was when their next LRTP was scheduled to be adopted. He stated that that was when they really had to get everything done.

Mr. Vandiver stated that if any of the members had any questions at this time, he would be happy to take them, and if they had any questions later on, they could send him an email, and he would be happy to help them out.

Chairman Thorpe stated that the next item on the agenda was the adoption of Resolution No. 13-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe displayed a slide, and she stated that Resolution No. 13-21 was an amendment to the Final FY 2021 UPWP. She stated that ALDOT had calculated all of their numbers, and they had some funding that could be carried over from the FY 2020 UPWP into the FY 2021 UPWP. She stated that the current total was approximately \$967,000, and they would be carrying over approximately \$115,000, which would bump up the new totals to approximately \$1 million. She stated that they had to also think about their FY 2021 expenses. She stated that if they looked at the displayed chart, the "Spent" column for FY 2020 was a little over \$450,000. She stated that they normally spent anywhere from \$400,000 to \$500,000 throughout a fiscal year, so she would say their FY 2021 totals, with expenses, might come in around the same, and the new total would probably be a little bit over \$500,000 that they would be carrying over.

Mr. McDonald recommended approval of Resolution No.13-21, amending the FY 2021 UPWP by adopting carryover funds from Fiscal Year 2020.

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any discussion.

Chairman Thorpe called for the vote on the above motion, and it was

unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was the adoption of Resolution No. 14-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that the draft of the FY 2022 Unified Planning Work Program was similar to what they saw each year, that it was their annual fiscal budget that the planners worked with in order to update the LRTP, update the TIP, do amendments, and meetings such as this. She stated that they had Administrative Tasks in Task I, and they also had Task II, which was their Data Development and Maintenance task. She stated that here they would see a lot of what James Vandiver and James Moore did, with the socioeconomic forecasts and travel demand models.

Ms. Lowe stated that in Task III and Task IV, they would see their short-range and long-range planning projects, such as those she had mentioned earlier, and such as bike and ped facilities, transit, UPWP, TIP, and LRTP.

Ms. Lowe displayed another slide, and she stated that the current UPWP, FY 2021, ran from August 2020 through September 30, 2021. She stated that the FY 2022 apportionment was approximately \$454,326, and this figure also included their transit funds, and that was why they would see those transit planning tasks on their list.

Ms. Lowe stated that in creating this draft, the FY 2022 UPWP funding totaled approximately \$567,900 worth of planning activities. She stated that a couple of these were to include the extension of the comprehensive regional transit/rail planning element, and also updating the Public Participation Plan and creating and adopting an ADA Accessibility Plan for the MPO, and not just

the cities and municipalities which it encompassed.

Mr. Mason moved to recommend approval of Resolution No. 14-21, adopting the Draft Unified Planning Work Program for Fiscal Year 2022.

Said motion was duly seconded by Mr. Slyman.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was a TIP amendment, Resolution No. 15-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 15-21 adopted and supported the project description name change of Resolution No. 10-21. She stated that this was Phase 2 of the I-565 interchange at Town Madison development, the flyover bridges for the westbound on and off ramps. She stated that when they adopted Resolution No. 10-21, they named it the "I-565 Interchange at Zierdt Road," which was incorrect. She stated that, also, at that time, they did not have a project number, but since then, ALDOT had created a project number and new space in the system for this particular flyover. She stated that they would go back and make sure that that description name change was correct and also adjust the project number within this.

Ms. Lowe stated that what she was displaying at this time was a location map for this particular project.

Mr. Mason asked if this was being paid for with federal money, through ALDOT.

Mr. Madsen stated that it would be all local funding.

Mr. Mason asked if by "local," Mr. Madsen meant the cities were paying

for it.

Mr. Madsen stated that it would be the City of Madison and whatever arrangement they had made.

Mr. McDonald recommended approval of Resolution No. 15-21, amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP), with the correction of Project #100073420 description name, Phase 2 of the New I-565 Interchange at Town Madison Development Road (Flyover Bridges for Westbound On/Off Ramps) to connect with Phase 1 of the New I-565 Interchange at Town Madison Development (EB On/Off Ramps).

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was a TIP amendment, Resolution No. 16-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 16-21 adopted and supported the addition of a new project. She stated that this was the PE Phase for an advanced corridor management project, TSMO (Transportation Systems Management Operations). She stated that this was one of those electronic management systems throughout the interstate system. She stated that this was on I-565 from County Line Road to the end of the route, which was back up east. She stated that this was a new project, and that was why it was on the amendment list.

Ms. Lowe stated that the slide she was displaying at this time was a

location map for that project.

Chairman Thorpe stated that he needed more clarification, just for his understanding. He asked if this was road work or if it was signage or what.

Mr. Madsen stated that this was for ALDOT to install the technical infrastructure, and potentially signage, based on an analysis of the corridor. He stated that if one went to some major metros, they might see the big, flashing signs that said, "Accident 2.5 miles ahead" or "Current Average Speeds: 45 to 55," that kind of thing. He stated that this was allowing them to put the infrastructure in and some of the preliminary signage that would allow that to occur on the length of the segment.

Mr. Mason asked if this included ITS kind of software.

Mr. Madsen stated he believed that was included in it.

Chairman Thorpe asked if before there would be the rework from County Line Road to Wall-Triana, to widen that project, this was going in at that same corridor.

Mr. Madsen stated that this did not have to have any relationship with the actual construction and the widening of 565, that those were two very different projects, that this was really more about the data management of the segment to the east. He stated that he could not recall if they also planned to work their way back west as well, but he would imagine they would because generally they would have a complete segment managed by the same TSMO infrastructure.

Ms. Lowe stated that to answer that question, they did have it planned, in the State's Transportation Improvement Plan, for that particular piece.

Mr. Slyman stated that, then, this was \$400,000, and it was all state money.

Ms. Lowe stated that was correct.

Mr. Slyman stated that, then, this was their project, that they just wanted to put the signage and all the electronics and software infrastructure in place so they could tell them when there was an accident, and all of that.

Ms. Lowe replied in the affirmative. She stated that, actually, this was just the design phase, that this was just coming up with what they were putting in and when they were going to do it.

Mr. Slyman stated that, then, this was just the design, that it was not the actual installation.

Ms. Lowe stated that was correct. She stated that it was a pretty good stretch of roadway there.

Mr. Mason moved for approval of Resolution No. 16-21, amending the National Highway System Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP), with the addition of Project #100073190 (PE phase) Advanced Corridor Management TSMO on I-565 from County Line Road to End of Route.

Said motion was duly seconded by Mr. Slyman.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was Resolution No. 17-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 17-21 adopted and supported a new project, the Design Phase, adding north and southbound left-turn lanes and traffic signals on 53, at Harvest Road, McKee Road, and Old Railroad Bed

Road. She stated this was a state project and because it was one of those safety projects, it was a new project that needed to be added into the TIP. She stated that this project went along 53, and it was about two or three stops, and she thought it was very needed from an MPO standpoint.

Ms. Lowe stated that the slide that was displayed at this time was a location map for this project.

Mr. Mason asked if bike routes would at least be considered in any of this design work. He stated that in the past, they had said they were going to start at least looking at and considering various biking infrastructure on new projects, and he was just wondering if that would be considered in this project.

Ms. Lowe stated that she was not quite sure on that, as this was an ATRIP project, and the state was doing this.

Mr. Madsen stated that since this was an entirely state project, he was going to surmise that it would not be, considering these were only segmented intersection improvements. He stated that they could install infrastructure there, but it would not go anywhere.

Mr. Mason stated that they could at least make it a safe crossing.

Mr. Madsen stated that they could at the crossings, going laterally across, that that would be up to the state, but in terms of the length of 53, he thought that would have to wait until they actually did a broader widening.

Mr. Mason stated that he was not thinking of the entire length of 53, that he was thinking of intersections, because those were accident points, that they were collision points.

Mr. Madsen stated that was the motivation behind making those improvements, that those had been some of the highest risk intersections along 53.

Mr. Mason asked even though it was a state project, if they would have some way of saying that at least they should consider this.

Mr. Madsen stated that this body could make that recommendation to ALDOT and make sure they were considering it.

Mr. Mason asked if that would be by a separate resolution or how it would be done.

Mr. Madsen stated that it had been entered into the minutes, and the MPO staff could communicate it to the board at their upcoming meeting. He stated that whenever the CAC made special comments, the staff would communicate those comments to the board at every meeting.

Mr. Mason moved to recommend approval of Resolution No. 17-21, amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the addition of Project #100072838 (PE phase) "ADDING NORTH AND SOUTH BOUND LEFT TURN LANES AND TRAFFIC SIGNALS ON SR-53 AT HARVEST ROAD, MCKEE ROAD, AND OLD RAILROAD BED ROAD," with the understanding that the Citizens Advisory Committee was requesting that bicycle safety be considered at all intersections.

Mr. Slyman asked if this was to add more red lights on 53.

Ms. Lowe replied in the affirmative, stating that it was for the left-turn lanes.

Mr. Slyman asked if there were stop lights already at these intersections.

Ms. Lowe stated that she was not exactly sure about the signal, how they wanted to do the signal, whether it was a caution signal or an actual stop light.

Mr. Slyman stated that if they were going to put actual stop lights in, he would like for them to look into doing roundabouts rather than stop lights, just

to keep the traffic flowing.

Ms. Lowe stated that ALDOT took certain safety projects into public comment mode, that they went out to the particular areas and did those, and as such, East Limestone, when they were redoing that over there. She stated that she was pretty sure they were going to hold a public comment session for this, although their comments would come way before that.

Mr. Slyman asked if the rest of the Committee was in favor of traffic signals or roundabouts.

Mr. Mason stated that he thought that would be much more logical, so he would be in favor of having that language.

Mr. Slyman asked if they could add that language to his bicycle safety language.

Mr. Mason replied in the affirmative.

Mr. Mason moved to recommend approval of Resolution No. 17-21, amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the addition of Project #100072838 (PE phase) "ADDING NORTH AND SOUTH BOUND LEFT TURN LANES AND TRAFFIC SIGNALS ON SR-53 AT HARVEST ROAD, MCKEE ROAD, AND OLD RAILROAD BED ROAD," with the understanding that the Citizens Advisory Committee was requesting that bicycle safety be considered at all intersections, and further requesting that roundabouts be considered rather than signalization.

Mr. Slyman stated that with that addition, he would second the motion.

Chairman Thorpe asked if there was any further discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was Resolution No. 18-21.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 18-21 was the Construction Phase of this project. She stated that they were looking at spending approximately \$1.9 million. She stated that that was pretty heavy, and now that she was looking at the construction, she believed that that would definitely be signals.

Ms. Lowe stated that the slide she was displaying at this time was a location map for the project.

Mr. Slyman moved to recommend approval of Resolution No. 18-21, amending the National Highway System/Interstate Maintenance/Bridge Section of the Transportation Improvement Program (TIP) with the addition of Project #100073306, (CN phase),” ADDING NORTH AND SOUTH BOUND LEFT TURN LANES AND TRAFFIC SIGNALS ON SR-53 AT HARVEST ROAD, MCKEE ROAD, AND OLD RAILROAD BED ROAD,” with the understanding that the Citizens Advisory Committee was requesting that bicycle safety be considered at all intersections, and further requesting that roundabouts be considered rather than signalization.

Said motion was duly seconded by Mr. Mason.

Chairman Thorpe asked if there was any further discussion.

Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Thorpe stated that the next item on the agenda was FY 2020-2023 TIP Administrative Modifications.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that these were the TIP Administrative Modifications. She stated that there were a couple of projects that were in between MPO cycles, and some came within the MPO cycle.

Ms. Lowe stated that the Coronavirus Relief Act funding letter came a little before this particular meeting. She stated that this was a letter the MPO had sent to ALDOT requesting that that funding be utilized for Phase 2 of Martin Road, which was the Old Jim Williams to Laracy Drive portion of the Martin Road construction.

Ms. Lowe stated that the next modification was the Dry Creek time extension letter. She stated that Dry Creek had a Transportation Alternatives Program greenway they were working on, and this was a time extension letter, to make sure the construction was done within a good time frame.

Ms. Lowe stated that the next modification was the support letter for the Huntsville & Madison County Railroad Authority projects. She stated that they were looking to update the Peter Fagan Bridge, behind Embassy Suites, with a grant from the Federal Railroad Administration. She stated that she believed updating the bridge would cost approximately \$6.8 million. She stated that they were not saying they were giving that funding, that they were supporting them going for a grant for that funding.

Ms. Lowe stated that the next Administrative Modification was for the Northern Bypass. She stated that this was to increase the design funds by \$5,000. She stated that this was from Pulaski Pike to 431/231, Memorial Parkway.

Ms. Lowe stated that the next Administrative Modification was the support letter for Redstone Arsenal. She stated that they were looking to

update Gate 7. She stated that this was Martin Road West. She stated that they were not giving any funds, that they were simply supporting them going for a military grant to gather funds for this particular project.

Ms. Lowe stated that the next Administrative Modification was a clarification in Resolution No. 16-20, which had been done in June of 2020. She stated that as they could barely see on the display, the target start dates for each phase of the Blake Bottom/Jeff Road project were the same. She stated that ALDOT had caught their mistake and had asked them to change the target dates on this particular resolution.

Ms. Lowe stated that concluded the Administrative Modifications.

Chairman Thorpe stated that the next item on the agenda was Agency Reports, the Alabama Department of Transportation.

Chairman Thorpe recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this was the ALDOT project update for the Huntsville MPO area.

Ms. Lowe stated that the first project was Church Street, Phase I, between Pratt Avenue and Monroe Street. She stated that this project was approximately 80 percent complete, that the cost was approximately \$15 million, and the projected completion was the summer of 2021.

Ms. Lowe stated that the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431, Memorial Parkway. She stated that the plans were 85 percent complete, and the right-of-way acquisition was to be completed in the current year. She stated that the estimated cost was approximately \$40 million, and the anticipated start date was sometime in FY 2022.

Ms. Lowe stated that the next project was Martin Road between Zierdt Road and Laracy Drive. She stated that this was two separate projects that would be built in phases, and the Phase I start date was July 2018, and that was approximately 65 percent complete, and the estimated completion date was fall of 2021. She stated that Phase II was scheduled for FY 2023. She stated that the project cost for both phases was approximately \$25 million.

Ms. Lowe stated that the next project was North Parkway at Mastin Lake Road. She stated that the plans were 90 percent complete, the right-of-way acquisition was complete, structure removal was complete, and utility relocation was under way. She stated that the anticipated start date was FY 2022, and the estimated cost was \$42,600,000.

Ms. Lowe stated that the next project was Access Management on US 231 between Weatherly Road and Hobbs Road. She stated that the plans were 50 percent complete, and the anticipated virtual public involvement process was for the current summer. She stated that the estimated cost was approximately \$15 million, and the anticipated start date was fall of 2022.

Ms. Lowe stated that the next project was Winchester Road from Dominion Circle to Naugher Road. She stated that the plans were 90 percent complete, and the right-of-way acquisition was ongoing. She stated that the estimated cost was approximately \$15.5 million, and the anticipated start date was FY 2022.

Ms. Lowe stated that the next project was improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road. She stated that the plans were 65 percent complete; the estimated cost was \$1.7 million, and the anticipated start date was FY 2022.

Ms. Lowe stated that the next project was SR 255 (Research Park

Boulevard) widening from US 72 to south of Old Madison Pike. She stated that this work had started in August of 2019, and it was approximately 60 percent complete. She stated that the project cost was approximately \$23.4 million, and the anticipated completion date was early 2022.

Ms. Lowe stated that the next project was US 72 West between Providence Main and County Line Road. She stated that the plans were 30 percent complete. She stated that they were looking at multiple funding sources and considering project phases due to the budget. She stated that right-of-way acquisition was anticipated for FY 2022, and the estimated cost was \$60 million-plus. She stated that the estimated start date was FY 2025.

Ms. Lowe stated that the next project was Zierdt Road between Madison Boulevard and Martin Road. She stated that there were four project phases, and that work had started in 2015. She stated that the last phase, Phase IV, was under contract, and the estimated total cost was \$27 million. She stated that the work had started in the fall of 2018, and it was approximately 65 percent complete, and the anticipated completion date was the summer of 2021.

Ms. Lowe stated that the next project was Winchester Road from Naugher Road to Riverton Road. She stated that this project was complete, and the project cost was approximately \$6.5 million.

Ms. Lowe stated that the next project was Four Bridge Replacements on Old Highway 431 . She stated that the project was under construction and was approximately 55 percent complete. She stated that the estimated project cost was approximately \$13.5 million, and the estimated completion date was the spring of 2022.

Ms. Lowe stated that the next project was I-565 Additional Lanes from

I-565 to County Line Road. She stated that this was under construction and approximately 50 percent complete. She stated that the estimated project cost was about \$18.7 million, and the projected completion date was the fall of 2021.

Ms. Lowe stated that the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway. She stated that the design phase had been recently authorized and survey work was under way. She stated that the project start date was FY 2024, and the estimated cost was approximately \$46.8 million.

Ms. Lowe stated that the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road. She stated that the plans were 35 percent complete, and that the virtual public involvement sessions had concluded in April of 2021. She stated that the estimated project start date was FY 2022, and the estimated cost was about \$13.5 million.

Ms. Lowe stated that the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. She stated that the plans were 90 percent complete; the estimated project start date was FY 2021; and the estimated cost was about \$1.8 million.

Ms. Lowe stated that the next project was Widening Blake Bottom Road from Jeff Road to SR 255. She stated that the plans were 65 percent complete; the project start date was FY 2022; and the estimated cost was \$8.7 million.

Ms. Lowe stated that the next project was Intersection Improvements at SR 53 at Harvest, McKee, and Old Railroad Bed. She stated that this was the project they had just been discussing, and the project was approved for funding and preliminary scoping was under way, that the project start date was FY 2023, and the estimated cost was \$5 million.

Ms. Lowe stated that the total amount of work in design and construction was \$380,604,583.

Chairman Thorpe stated that the next item on the agenda was Opportunity for Public Comment.

There was no response.

Chairman Thorpe stated that the next item on the agenda was CAC Member Comments.

Mr. Mason stated that he had one comment, and he was sure that it applied to many places in the MPO. He stated that this was about Highway 72 between Providence and County Line Road. He stated that they had talked about this and talked about it and talked about it. He stated that they continued to make highway improvements, meaning they wanted to speed up traffic, and they continued to allow more and more commercial, meaning there was slower traffic, people looking for the proper driveway because parking lots somehow could not be connected. He stated that then they had that slow-moving traffic, and they had fast-moving traffic, and there did not seem to be any change.

Mr. Mason stated that they had talked about it and talked about it, and lots of people had commented on it, and it seemed like everybody was aware of it, but nobody ever somehow got it into a planning phase. He stated that he had been sitting at Hughes Road earlier in the day, and he had watched one lonely person trying to cross as a pedestrian, to cross 72 to get to the bank. He stated that a lot of the commercial the residents needed was on the north side of 72, but all the residential area was on the south side. He stated that there were no crosswalks, no lights, no safe way for pedestrians to get around in that area, let alone when they were talking about it being a busy highway, and they

were making it more of a highway, so people tended to think they could go through there at 50, 55, 60 miles an hour, and, yet, there were people who really wanted to get across the street now and then.

Mr. Mason stated that he believed if there was more pedestrian access, there would be more pedestrians. He stated that it was true that there were not a lot of pedestrians at this time, so if they looked at it in sheer numbers or data, it was difficult to justify putting a crosswalk there, or signalization, but if people were given the opportunity, he was sure that a lot more would either bike over there or walk over there, or something.

Mr. Mason stated that he just wanted to know what it might take for the MPO to get some PL Funds at this time, or in the near future, to do a study of how they could correct this monstrosity of a road/pedestrian mixup. He stated that he lived in Madison, so he was looking at this because it was Madison, but he was sure there were other places around the MPO that had the same problem, but it was really an acute problem at that location.

Mr. Mason stated that he had just wanted to read that into the minutes. He stated that he did not know if it would be appropriate to make a resolution at some point, perhaps at the next meeting.

Mr. Mason asked how the CAC would introduce a resolution. He asked if they wanted to have a resolution, if they would send it to the MPO staff so that it would get on the agenda.

Mr. Slyman stated that they had done resolutions before. He stated that this kind of piggybacked on what they had talked about several times, which was widening Capshaw and Old Monrovia, to try to take the heavier, faster traffic along that route, because all the businesses were already established along 72, so there would basically be a business route and a truck route, like

they saw in a lot of areas. He stated that they would just limit the number of traffic lights and businesses, and things such as that, that would be put along Old Monrovia and Capshaw, in order to allow that to be the high-speed area, and then lower the speed along 72, so that the people who wanted to go to the big box retail and the bank, the fast food, and all that sort of thing, could do that along 72 without thinking they had to be running at 55 miles an hour to get down through there because that was the speed limit, or whatever the speed limit was in each area. He stated that they could widen the other area and make that the 55-mile-an-hour route, so that when people were trying to get to Athens from Huntsville, they would go the northern route, and if someone were just trying to go to the businesses, they would go on the southern route, which would be US Highway 72.

Mr. Mason stated that he totally agreed with that. He stated that he guessed what he was trying to say was he would like to see this moved into a master plan sort of action so they would have the plan. He stated that Mr. Slyman was right, that they had talked about this for as long as he had been on the Committee.

Mr. Madsen stated that Mr. Slyman was correct, that if there was a resolution the Citizens Advisory Committee would like to introduce, they should send it to staff before the next CAC meeting, and they would introduce it on the CAC agenda.

Mr. Mason suggested that they get together and come up with something.

Mr. Slyman agreed.

Chairman Thorpe asked if there were any further comments.

Chairman Thorpe stated that hearing none, the meeting was adjourned.

(Meeting adjourned at 6 p.m. on May 17, 2021.)